

DISASTROUS FIRE.

Clothing House of Rogers, Peet & Co., New York, a Roaring Furnace.

NOTHING REMAINS BUT THE WALLS.

United States Life Insurance Co. and Home Life Insurance Co.'s Buildings Were Badly Damaged.

The Losses Are: Rogers, Peet & Co. Building, \$350,000; Home Life Insurance Co., \$500,000; Postal Telegraph Building, \$100,000.

New York, Dec. 5.—Fire broke out in the basement of the building occupied by Rogers, Peet & Co., clothiers, about 9:30 o'clock. The policemen standing within half a block of Warren street heard a loud explosion and a moment later saw a thin line of smoke curling up from the side of the Rogers, Peet & Co. building. At that time the rain was falling in torrents and the wind blew a gale. An alarm was sent out but before the first engine turned into Broadway the Rogers, Peet & Co.'s basement was a roaring furnace with great flames bursting through the floors above and rushing fiercely to the roof. Within ten minutes five alarms had been sent in, bringing engine after engine to the scene.

By 10 o'clock so rapidly and fiercely did the flames make progress that there was nothing but the shell of the Rogers-Peet building left with mountains of flames roaring a hundred feet in the air and encircling the adjoining structure, the Home Life Insurance Co. building. In the blinding rain the firemen worked, stretching the black and slippery lines of hose through the building, fighting the flames from every side. Soon a great wave of fire swept across Warren street and caught the United States Life Insurance Co. building at the western corner of Broadway, numbering 251 and 261. The woodwork on a dozen windows was afire in a moment, and from that time on several streams were played on this building to save it from destruction. When the Warren street wall of the Rogers-Peet building fell at 10:30 o'clock, a dozen firemen were directly beneath. Several of the men were struck by bricks; but none was more than slightly injured. Acting Chief Perle fell, but was dragged to safety by some of his men.

Just before 11 o'clock the Home Life Insurance Co.'s building, 16 stories high, at 395 and 397 Broadway, caught fire. The firemen already had their lines in this building up to the seventh floor. They were greatly handicapped by the many stories. Flames had eaten their way through the side wall in many places, and the huge white structure burned fiercely. The elevators, made trips up and down until the men running the cages were compelled to flee for their lives and in this way many of the effects of the offices were saved. The three top floors were on fire almost simultaneously from the beginning. The smoke was dense. Flames shot high above the roof and over the massive brown stone postal building on the corner below. All the operators of the postal building and everybody at work in the structure had been ordered out of this building long before.

At 11:15 the postal building of 14 stories caught fire. Chief Bonner, who had charge of the firemen, took the elevator and went to the roof to give personal directions. At this time there were a few operators who had ignored the orders of the fire chief, two or three clerks and a few boys at work in the building in the stifling smoke, and messages were sent until the flames came and all were forced to rush for their lives. The uncut messages were left at the telegraph keys.

The Postal Telegraph Co. officials said that all their wires had been burned out and that they had no connections from the building.

At 9 o'clock Monday morning the fire was still burning fiercely in front and, although not observable by the thousands of spectators, was burning still more fiercely and extending lower down in the rear.

An insurance man roughly estimated the losses at about as follows:

Rogers, Peet & Co., building and stock and losses to other tenants in the building, \$350,000.

Home Life Insurance Co., building and losses to other tenants, \$500,000.

Postal Telegraph Co., building and losses to other tenants, \$100,000.

Losses to surrounding buildings, \$50,000.

Chief Bonner thought that this estimate, on the basis of a million dollars loss, was about as near correct as it was possible to make.

At 8:30 o'clock Fire Chief Bonner went home saying that the fire would burn itself out in a short time, and that it could not spread, and was practically out.

Conservative Party Seeks Power.

MADRID, Dec. 5.—The conservative party and Senator Silveira, through their organs, have suddenly made peremptory bids for power. Senator Sagasta treats the matter calmly, ridiculing the smallness of Silveira's following.

WIND STORM AT BALTIMORE.

Fifty 800 Houses Were Unroofed—Telegraph, Telephone, Electric Lights and Trolley Poles Down.

BALTIMORE, Dec. 5.—The most severe wind and rain storm that has visited Baltimore for many years prevailed Sunday and did thousands of dollars damage. Sixty miles an hour is the wind velocity given out by the weather bureau, the highest for 19 years. Fully 800 houses in the city and vicinity were unroofed, chimneys innumerable were blown down, trees uprooted and poles leveled. Telegraph, telephone, electric light and trolley poles were blown down like so many ten pins. Large sections of the city were in darkness Sunday night and the telegraph and telephone systems are badly wrecked.

During the height of the hurricane a large gas supply tank at the corner of Scott and Ostend streets exploded and created a panic in the neighborhood. No damage was done.

FURLOUGHED SOLDIERS.

The United States Transport Victor Arrives in New York With 150 Passengers and 6,000 Mauser Rifles.

New York, Dec. 5.—The United States transport Port Victor, which sailed from Santiago November 23, via Ponce, November 26, arrived Sunday with all well on board and anchored off Liberty island. The Port Victor brought 130 passengers, most of whom were soldiers returning home on furlough. Among the cabin passengers are Capt. T. H. Sharpe, Capt. J. C. Simpson, Capt. Harrison, Lieut. E. L. Woodside, Lieut. W. O. Mally, all of the 5th United States infantry.

The Port Victor brought as cargo about 6,000 Mauser rifles and seven Spanish cannon taken from the Morro castle at Santiago.

Ex-Assistant City Attorney House Sentenced.

PITTSBURGH, Pa., Dec. 5.—Ex-Assistant City Attorney W. H. House, on trial for aiding and abetting Maj. W. C. Moreland, former city attorney, for embezzling \$36,000 city funds, was Saturday found guilty and sentenced to serve 18 months in the county workhouse and pay a fine of \$1,000. This was House's third trial. Maj. Moreland, who was sentenced to three years in the western penitentiary, was recently pardoned after serving 18 months of his sentence.

Stockholders Sued.

MILWAUKEE, Wis., Dec. 5.—Twenty-three defendant stockholders of the defunct Commercial bank have been sued by Receiver Thompson for \$100,000 in relative accounts. The receiver claims that the stockholders agreed to pay \$100,000 in case a shortage in assets appeared.

Six Days' Bicycle Race.

NEW YORK, Dec. 5.—Thirty-one men started in a six days' bicycle race in Madison square at five minutes past 12 o'clock Monday morning. The starters are all in excellent physical condition and the plank track, ten laps to the mile, is in perfect order.

The Crew Rescued.

GLOUCESTER, Mass., Dec. 5.—The schooner Procyon, Capt. Stanley, arrived Sunday from the Georges with the crew of the Buffalo barge Porter rescued Tuesday night, two days after the barge had parted from the steamer Aragon, which was towing her with two other barges to New York.

In Search of Treasure.

CAIRO, Dec. 5.—A Dervish Emir, a deserter from the Khalifa, who has arrived at Omdurman, reports that the Khalifa's treasure is concealed in a cave two miles southward from Khartoum. Gen. Kitchener has been advised of the fact, and orders to search for the treasure have been issued.

Richest Negro in the South Dead.

CHATTANOOGA, Tenn., Dec. 5.—The death of John Lovell, in this city, removes probably the richest Negro in the south. He engaged in the liquor business, and was worth fully \$75,000. He leaves an unmarried daughter, who is heir to all his possessions.

McCoy and Sharkey.

NEW YORK, Dec. 5.—Kid McCoy has posted \$2,500 as a forfeit to fight Tom Sharkey before the Greater New York Athletic club on condition that the club promises to settle the financial obligations of the Sharkey-Ruhlin fight.

The Pier at Marianno Beach Completed.

SANTIAGO, Dec. 5.—The pier at Marianno beach is now fully completed, and Col. Hecker, in his report, shows it to have ten feet of water at low tide—sufficient for all lighterage that may be attempted.

Church Damaged by Fire.

NEW YORK, Dec. 5.—Fire early Sunday morning wrecked the end of St. Agnes Catholic church on Fifty-third street near Third avenue, destroying valuable alters, paintings and a new organ. Loss \$100,000.

Col. Bryan Returns to Savannah.

SAVANNAH, Ga., Dec. 5.—Col. William Jennings Bryan, of the 3d Nebraska regiment, returned to Savannah Sunday after a 30 days sick leave. He was met at the depot by his regiment and escorted to the camp.

Earl of Rothesan.

LONDON, Dec. 5.—David Stuart Erskine, 13th earl of Rothesan, died Saturday in his 84th year.

NOT DISCOURAGED.

While the Commissioners' Work is Delayed, it is Thought They Will Agree Soon.

PUBLIC PROPERTY IN THE PHILIPPINES.

It May Be Disposed of in the Same Manner as it Has Been in Porto Rico.

It Will Not Be Necessary, it is Hoped, to Send a Joint Evacuation Commission to Manila as Was Done in the Evacuation of Porto Rico.

WASHINGTON, Dec. 5.—While it is beginning to be recognized here that the chances are against the conclusion of the work of the peace commissioners in Paris in time for the Americans to take the steamer of the 10th for home, the officials are not discouraged at the outlook, knowing that the delay in the proceedings of the commission admits of a reasonable explanation at some points. For instance, there has been some difficulty in reaching an agreement as to the disposition of the public property in the Philippines, including war material, guns and stores. It seems, however, likely now that the commissioners will agree to adopt a plan for the disposition of these claims based upon the procedure that governed in the case of the Spanish properties in Porto Rico.

THE EVACUATION OF CUBA.



It will not be necessary, it is hoped, to send a joint evacuation commission to Manila, as was done in the evacuation of Porto Rico, but simply to adopt the plan laid down by the Porto Rican commission.

PARIS, Dec. 5.—The United States and Spanish peace commissioners held private sessions Sunday. Afterward representatives of both sides predicted confidently that the treaty would be signed within a week unless unforeseen complication arises.

The American commissioners say there is no foundation for the reports circulated in the United States and cabled back that President McKinley has forwarded to the American commissioners instructions to insist unyieldingly upon a coaling base in the Carolines, and that the Spaniards are endeavoring to renew their opposition to a session of the Philippines.

Both commissions recognize that the latter question is settled.

WASHINGTON, Dec. 5.—Advices from Judge Day of the Paris peace commission received during Saturday night's cabinet meeting are of a gratifying character and hopeful of the signing of the peace treaty within a reasonable time. Members of the cabinet express satisfaction at the progress being made and say negotiations are progressing smoothly. There are various details, however, concerning which the chairman desires to learn fully of the president's wishes and it was an inquiry of this character which formed the burden of the latest communication from Paris.

Severe Censorship.

LONDON, Dec. 5.—The Daily Mail publishes the following dispatch from Biarritz: The censorship is so severe that the Spanish newspapers are prohibited even from contradicting Carlist news published abroad. There have been numerous arrests of Carlists at Barcelona and elsewhere in Catalonia. The Carlist general, Isasi, and several colleagues have disappeared.

Seven Persons Burned to Death.

BEHLIN, Dec. 5.—Seven persons were burned to death Sunday in a fire which broke out in the small hamlet of Exenthal, near Sonneberg, Saxe-Meiningen, about 19 miles northeast of Coburg.

HEAVY WIND AND RAIN STORM.

Telegraph Wires From Philadelphia South Sounded Strains—Snow-Fall in the Pennsylvania Mining Region.

PHILADELPHIA, Dec. 5.—A heavy rain storm which began here Saturday continued all of Sunday with increased violence, accompanied by winds of almost gale velocity. Shortly before midnight there was a clear sky. At its maximum the wind blew 42 miles an hour. Telegraph wires from this city south were rendered almost useless on account of the heavy winds. Trees, swinging signs and chimneys were blown down, but no great damage is known to have resulted.

A few dispatches received at the maritime exchange told of a very heavy northeaster at the Delaware breakwater and other points along the south New Jersey coast. At many points the tide rose to the highest point it has reached in years. No disasters to vessels have yet been reported.

At Atlantic City great damage was caused to wires and the city is in comparative darkness Sunday night.

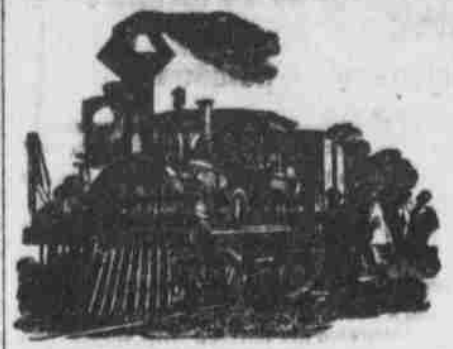
Several private residences on the Meadows were completely surrounded by water, compelling occupants to use boats in going to and from buildings.

Reports from eastern Pennsylvania indicate the prevalence of heavy winds and rain accompanied in some instances by a light fall of snow. At Shenandoah where snow fell many small buildings on the outcrops were blown down. Telegraphic communication was also crippled.

In the mining regions of northeastern Pennsylvania the snow fall has in some places reached a depth of six inches.

RIDING ON THE RAIL!

LOOK HERE FOR DATES AND LOW RATES.



A Matter of Convenience.

It is the small thing that counts in the long run, and when the run is as long as that of the "Pacific Coast Limited," that is, from St. Louis to Los Angeles and San Francisco, the small things that contribute to the comfort of the passenger are of great importance.

The Pacific Coast Limited is a palatial train, solid vestibuled, to California points, running semi-weekly, leaving St. Louis every Tuesday and Saturday at 10:30 p. m., and reaching California the third day out.

The equipment is the surpassing thing, entirely new, consisting of composite car, with barber-shop, bath room, buffet, and observation, reading and smoking room, ladies' private compartment and observation car, Pullman ten-section double drawing-room sleeping cars, and a most superior dining car. Meals are served in a car, which means that incineration limits expense in this matter.

To answer questions is really no trouble at all, so address your inquiries to A. A. Gallagher, District Passenger Agent, 408 Vine street, Cincinnati, O., and receive a descriptive book of the train.

Direct Route Between the East and West.

Passengers going to any point East or West, and desiring a quick and comfortable trip, should take the Baltimore and Ohio Southwestern Railway. It is the only line operating its own through trains between St. Louis, Springfield, Pana, Vincennes, Louisville, Cincinnati and New York via Washington, D. C., Baltimore and Philadelphia.

It also has the enviable reputation for speed, comfort and safety and the regularity of its trains is proverbial with the traveling public. The traveler over the B. and O. is permitted to catch glimpses of the greatest scenery in America. Riding in solidly vestibuled palace trains, you see a photographer's paradise, the somber Allegheny Mountains, the beautiful Shenandoah River, the historic Potomac, and the valley of the Virginias.

The "Royal Blue Service" consists of the most magnificently furnished Pullman drawing-room sleepers, and luxuriously appointed dining cars operated by this company. Meals are served in a la carte West of Grafton, and table d'hôte East of that point. The coaches are all lighted with Pintsch gas, and have the latest conveniences, including the most comfortably designed smoking apartments and lavatories. All trains of this line connect in the Union Depots with those for points in above named territory.

The B. and O. S. W. is a favorite route with the large commercial buyers when traveling between New York and the West.

RAILROAD TIME TABLES.

CINCINNATI DIVISION OHIO PAEAK AND ORIO	
East	No. 18, 10:00 a. m., No. 1, 1:30 p. m., No. 18, 2:30 p. m., No. 1, 5:30 p. m.
West	No. 19, 8:30 a. m., No. 1, 1:30 p. m., No. 19, 2:30 p. m., No. 1, 5:30 p. m.

* Daily. † Daily except Sunday. F. F. V. Limited No. 2 arrives at Washington 6:45 a. m., Baltimore 8:00 a. m., Philadelphia 10:15 a. m., New York 12:45 p. m. F. F. V. Limited No. 3 arrives at Cincinnati 6:15 a. m., Washington Express No. 4 arrives at Washington 9:45 p. m., New York 9:00 p. m. Cincinnati Fast Line No. 1 arrives at Cincinnati at 7:55 a. m.

Pullman Sleeping Car Service to Richmond and Old Point Comfort by trains 2 and 4. Direct connection at Cincinnati for all points West and South.

Trains 15, 17, 18, 19 and 20 stop at the St. Charles Hotel for passengers.

For full information and rates to all points East and West apply to THOMAS A. GARRIGAN, Southeastern Passenger Agent, Huntington, W. Va.

B & O S. W.	
Depot, Grand Central Station, City Ticket Office, S. E. corner Fourth and Vine streets, Telephone, 1142. Daily, *Daily except Sunday, †Sunday only. p. m. Parlor Car, Sleeping Car, Trains leave and arrive Cincinnati as follows:	
Leave.	Trains.
12:00 p. m.	Wash., Balt., Phila. and N. Y., with dining-car.
6:35 p. m.	Wash., Balt., Phila. and N. Y., with dining-car, Royal Blue Flyer.
7:20 a. m.	Parkersburg, Marietta and way stations.
9:30 p. m.	Parkersburg and way stations.
2:30 p. m.	Hillsboro Express.
3:30 p. m.	Chillicothe & Hillsboro Ex.
5:30 p. m.	p. m. Colum., Zan., Wheeling, Pitts. and San. Day Ex.
7:30 p. m.	p. m. Colum., Zan., Wheeling and Pitts. Night Ex.
8:30 p. m.	Cincinnati and Columbus Early Morning Express.
9:30 p. m.	Columbus, Zan. and Wheeling Fast Express.
11:30 p. m.	Columbus, Newark, Zan. and Cambridge Express.
1:15 p. m.	Blanchester and Intermediate Points.

MISSISSIPPI DIVISION—TRAINS WEST.

Leave.	Trains.	Arrive.
9:00 a. m.	St. Louis Limited, direct connections for all points West.	5:30 p. m.
8:15 p. m.	St. Louis and Louisville Night Express.	7:30 a. m.
2:30 p. m.	St. Louis Special.	11:30 a. m.
6:40 a. m.	St. Louis and Inter. Sta.	7:30 p. m.
5:15 p. m.	Beardstown, Springfield & Para. Ill.	7:30 a. m.
9:00 a. m.	Pana, Springfield, Beardstown & Shawnee, Ill.	7:30 a. m.
4:30 p. m.	Mitchell and Int. Stations.	9:30 a. m.
4:30 p. m.	North Vernon & Int. Sta.	9:30 a. m.
8:30 a. m.	Louisville, New Albany & Jeffersonville.	8:30 p. m.
8:25 a. m.	p. m. Lou., N. A. & Madison.	11:35 a. m.
2:55 p. m.	Louisville & New Orleans through Memphis.	8:40 a. m.
11:30 p. m.	Do, Night Express.	11:35 a. m.

B. and O. S. W. ROUTE TO NEW ORLEANS

2:55 p. m. Express, daily, has free Reclining Chair Car and Pullman Buffet Sleeping Car, Cincinnati to New Orleans, through Memphis, without change.

11:30 p. m. Express, daily, has Pullman Buffet Sleeping Car and Day Coaches, Cincinnati to New Orleans, through Memphis without change.

For full information regarding rates, time on connecting lines, Sleeping, Parlor and Dining Cars, etc., address J. M. Chesbrough, General Passenger Agent, C. G. B. Warfel, Assistant General Passenger Agent, Cincinnati.

Pacific Coast Limited Between St. Louis and California.

Commencing November 1st and continuing thereafter during the season the Iron Mountain Route in connection with the Texas and Pacific and Southern Pacific Railways (the True Southern Route) will re-establish their elegant through service to the Pacific Coast, which train proved such a great success last season. The train consists of Composite Car, containing reading, writing and smoking room, buffet, barbershop and bath room; Compartment Car containing seven private compartments and double drawing-rooms; two or more sleeping cars containing twelve sections, staterooms and drawing-rooms; Dining Car in which all meals are served in a car. The equipment used is of the most modern and improved Pullman pattern, vestibuled throughout, heated by steam and lighted by Pintsch gas. Entirely exclusive trains and run for first-class travel exclusively. This train will leave St. Louis every Tuesday and Saturday at 10:30 p. m., arriving Los Angeles every Friday and Tuesday at 4 p. m. and San Francisco every Saturday and Wednesday at 11 a. m. Less than three days to California. In addition to the above service a weekly tourist car will be run between St. Louis and California via the above route, leaving St. Louis every Friday morning. These tourist cars are available to holders of second class tickets. This route is recognized by the traveling public as the ideal winter way to the Italy of America and her sun-kissed valleys. No high altitudes and free from ice and snow. Space in sleeping cars reserved on application. For rates, time cards and further particulars address A. A. Gallagher, Agent, 408 Vine street, Cincinnati, O.



Advertising Resumption

Means business resumption.....It is wise to start early.....It is wiser never to stop..... If it pays to keep your front doors open, it must pay to keep your name before the readers of THE LEDGER—they are your customers....

RAILROAD TIME TABLES.

MAYSVILLE DIVISION	
Northbound.	Leaves Mayville at 5:47 a. m. for Paris, Lexington, Cincinnati, Richmond, Stanford, Livingston, Jellico, Middleborough, Cumberland Gap, Frankfort, Louisville and points on N. and M. V., Eastern Division.
Southbound.	Leaves Mayville at 1:35 p. m. for Paris, Cincinnati, Lexington, Winchester, Richmond and points on N. and M. V., Eastern Division.

Arrive at Mayville at 9:45 a. m. and 11:30 p. m. All trains daily except Sunday.

FRANKFORT AND CINCINNATI RAILWAY.

Read Down. VIA PARIS AND K. C. Read Up.	
A. M. P. M.	A. M. P. M.
8:00	8:00
8:30	8:30
9:00	9:00
9:30	9:30
10:00	10:00
10:30	10:30
11:00	11:00
11:30	11:30

Ticket offices, N.W. corner Fourth and Vine, and Central Union Station, Third and Central avenues, Cincinnati.

CLEVELAND DIVISION.

Only line running through cars into New York City without transfer or transfer, landing passengers in the Grand Central Station, Forty-second street; only through car line to Boston, and only line running solid trains to Cleveland, and 47 miles shortest.

* Daily. * Except Sunday. † Sunday only. ‡ Through Trains.

Leave.	Trains.	Arrive.
8:00 p. m.	N. Y. and Bos. Southwestern Ves. Lim.	4:00 a. m.
8:00 p. m.	Bos. and N. Y. Express	4:00 a. m.
12:15 a. m.	Clev., N. Y. and Bos.	8:15 a. m.
8:45 a. m.	Clev., Buff. and N. Y.	8:45 a. m.
8:15 p. m.	Colum. and Springfield	7:30 p. m.
8:15 p. m.	Columbus Accommoda.	8:15 p. m.
8:15 p. m.	Day and Springfield.	8:15 p. m.
8:15 p. m.	Middletown.	8:15 p. m.

COLUMBUS AND SANDUSKY.

Formerly C. S. and C. Railroad.

Sandusky.	8:10 p. m.	8:10 a. m.
*Sandusky.	7:30 p. m.	8:30 a. m.

CHICAGO DIVISION.

Solid Vestibuled Trains, Dining Cars, Wagon Compartment and Standard Sleepers and Parlor Cars. Indianapolis, Lafayette and Chicago.

Chicago Trains	8:01 a. m.	8:31 a. m.
Arrive at the new passenger station, foot of 12th street.	12:30 p. m.	8:31 a. m.
	8:30 p. m.	8:31 a. m.
	8:30 p. m.	11:30 p. m.

ST. LOUIS DIVISION.

West, North and Southwest.

Peoria, Terre Haute and Mattoon.	8:30 a. m.	8:00 a. m.
Terre Haute and Mat.	8:30 a. m.	8:00 a. m.

For full information as to rates, apply to THOMAS A. GARRIGAN, Southeastern Passenger Agent, Huntington, W. Va., or W. A. HENRY, LYNCH, A. G. P. and T. A., Cincinnati, O.